

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	Poland	REPORT	
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Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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1. In 1950, the Polish Government began building a road for motor traffic which was to extend the length of the Peninsula of Hel down to the town of Hel. Construction was carried out up to a point about two kilometers from Wladyslawowo.<sup>1</sup> The longest part of this road, from the point where work was stopped to Jurata, is in very poor condition and was badly damaged during the war by tank and artillery traffic. The extensive rains during 1952 caused the road to become very marshy; already in August 1952, a large number of vehicles had become stuck in the road. Materials carried by these vehicles were unloaded and transported to the nearest railroad station by soldiers. From Jurata to the town of Hel, the concrete road, built before the war, is still in good condition. The road on which construction was begun, and which is described above, is the only one that runs the length of the peninsula.
2. In the middle of the peninsula, approximately between the villages of Kuznica and Jastarnia (Q65/Y46), there is an old defense line consisting of four concrete bunkers and tank obstacles in the form of rails driven into the ground. These defenses were strengthened during the war by the Germans and, until about 1950, were guarded by sentries. In recent years, however, they have been unguarded and there has been no upkeep of these defenses, but they are still in usable condition.
3. The area from Jurata to the Cape of Hel is under military control and access to it is forbidden to the public. Persons living in this area are not allowed to enter forests in the area or to cross over parts of the area. Much of the area is fenced in with barbed wire and is under armed guard. At several locations, construction of buildings, both under and above the ground, has been going on for some years. About twice a week, a railroad transport of about ten to twelve cars carrying building materials, such as bricks, cement, iron beams, lumber, gravel, lime, sand, goes to the town of Hel.

25 YEAR RE-REVIEW

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STATE	X	ARMY	EV	X	NAVY	X	AIR	X	FBI	X	AEC						
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4. About two kilometers west of the railroad station of Hel, in a forest, are located two large blocks of barracks which were built about two years ago. The barracks are occupied by at least two naval labor companies; the members of these companies are engaged in constructing various buildings. These men are, for the most part, sons of the Poles who were called "eingedeutscht" by the Germans during the war, or who became "eingedeutscht" as a result of their own action. These men are assigned to these companies for at least three years, and receive army rations and a pay of six zloty a month. They work twelve hours a day, including performance of drills. While performing this labor service, these men are not allowed to leave their places of work or their quarters, and they are treated as slave laborers. Following their release from this service, they receive a document indicating that they have become members of the military reserve without having performed military service. Labor companies exist in the army as well as in the navy, and the existence of these companies is kept secret -- it is forbidden to make any mention of them, written or otherwise. Labor companies have been in existence since 1949, and the first men who were called up should have returned home in the fall of 1952.
5. A number of regulations apply particularly to the military area between Jurata and the Cape of Hel. No vessels are allowed to come within 500 meters of the coast on either side of this part of the peninsula. If a privately-owned Polish vessel violates this regulation, the boat is confiscated and the crew is sentenced to a labor camp for several years.

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Parts of the coast on both sides of the peninsula, near the villages of Chalupy, Kuznica, and Jastarnia, are open to the public until sunset, but these beaches are also fenced in. All fishing vessels and other boats are to be located at a certain designated place every day before sundown; they must be chained and padlocked together and, in turn, chained and padlocked to a WOP (Military Border Guard) chain, and the oars are held by WOP guards. Anyone not obeying these regulations immediately loses his boat permanently.<sup>2</sup>

6. An attempt was made to build a fishing harbor at the port of Wladyslawowo; building materials were transported to the site of the yard, but construction was stopped. The entire port has been surrounded by a concrete wall topped with barbed wire.

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Storms at sea bring sand to the coast, and since about two years ago, the water at the entrance to the port is barely two and one-half meters deep, while water in the port itself is about six meters deep.

7. [REDACTED]
8. During the night, trains loaded with tanks, cannons, and other war material go to, and come from, Hel. Whether it is camouflage for other transport or practice for the transport personnel has not been determined.

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1. [REDACTED]

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2. Comment: [REDACTED] fishermen and vacationers who live in the small fishing villages on Hel Peninsula have access to the shore and sea on a stretch about one kilometer wide for each village. At each place this area is fenced in with barbed wire. Inside each area one or more posts are driven into the ground a few meters from the shore. Every evening the fishermen's boats have to be locked to these posts. Besides this, all the boats around the pole have to be tied together and all oars taken away. Toward the Puck Bay side, Hel peninsula's entire shore is open to the public. At definite places (usually at WOP sentry positions) fishermen's rowboats have to be pulled out of the water and left with the sentry in the evening.

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